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CENTRAL INTELLIGENCE AGENCY

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SUPPLEMENT TO

REPORT NO. [REDACTED]

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DATE OF INFO [REDACTED]

1. An 8,200 x 2,500-foot airfield, without runways, was located on the southwestern border of VORONEZH (39°12'N/51°38'N), near the Aircraft Engine Plant No 16. Large steel hangars were under construction on the southern and eastern borders of the field. There were night lighting facilities. The following aircraft types were observed:

a. Large twin-engine commercial planes (see Annex). radial engine, landing gear retractable to the fore; nose wheel retractable to the rear; single rudder assembly larger than that of the JU-52 type and somewhat smaller than that of the MD-200 type; speed estimated at 250 to 280 m/h. [REDACTED] a former air force engineer, the plane had an 18-cylinder radial engine.\*

b. Twin-engine bombers (see Annex): radial engine; landing gear retractable to the rear; double rudder assembly; glass turret over rear gunner's station; of about the same size as the He-111 type; speed estimated at 250 to 280 m/h.\*\*

c. Single-engine fighters (see Annex); in-line engine; landing gear retractable sideways; of the same size as the Me-109 type; radiator set flatly at bottom of fuselage; same speed as Me-109; very maneuverable.\*\*\*

d. Biplanes

The following flying was done during the day: Local flying of biplanes; parachute jumps from biplanes; individual flying of transportation, bomber, and fighter aircraft; formation flying of mixed units under fighter escort, one formation comprising three flights; each flight consisting of two bombers flying in front and one troop or cargo carrying plane behind. The aircraft took off in formations of three planes and made flights of long duration. Local flying of biplanes as well as take-offs and landings of large aircraft was done at night.

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2. Another airfield was located east of the Voronezh River, immediately north of the Aircraft Plant No. 19. ~~ØØ~~ There was intensive day flying.
3. A commercial airfield with a 5,600-foot landing field without runways was located north of the tank plant, on the northern town border, west of the road. There were two large wooden hangars and several small buildings at the field. Flying of twin-engine Douglas commercial planes with radial engines was done regularly during the day.
4. A large landing field with two crossed runways was located south of the town. ~~ØØØ~~ Buildings were not observed.

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Content:

a. An aerial photograph taken in 1943 shows that the landing field was about 4,300 x 3,000 feet. According to this report it is assumed that the field was expanded after World War II.

\* Probably IL-12s

\*\* Probably Tu-2s

\*\*\* Probably Yaks (Yak-3s or Yak-9s)

Ø Probably U-2s or PC-2s.

The described aircraft types have also been previously reported. It cannot be verified whether a pilot school or a mixed unit is stationed at the field, the former assumption is, however, considered more likely.

b. The statements on the commercial airfield north of Voronezh confirm a report of March 1949. Thus, this field is assumed to be an intermediate landing field for commercial planes plying between Moscow and Ashkhabad.

ØØ According to available records, the mentioned aircraft plant is not plant No. 19 but plant No. 18.

ØØØ The airfield south of Voronezh was 5,600 x 5,300 feet during the war and had two runways

1 Annex: Aircraft types observed at the airfields near Voronezh.

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